THE MARINE RECORD.

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THE DEEP WATERWAYS CONVENTION.

Preparations for the International Deep Waterways Convention are drawing near to completion and all the necessary details have, it may be said, been looked out for by the local committee. General Executive Secretary Frank A Flower has already established his headquarters at the Hollenden, where he works from early morning until a late hour each night, attending to the necessary final correspondence. It is estimated that not fewer than 400 delegates will attend. The convention will be called to order in the assembly room of the Chamber of Commerce, and if the delegates and the audience more than fill this room, an adjournment will be taken elsewhere—probably to Army and Navy Hall.

One of the brightest lights in connection with the movement is the International President, Hon. O. A. Howland, M. P. P., of Toronto. He is a great political economist, and has been called the Gladstone of Canada. Mr. Howland is still a young man, and his father was a prominent man before him. Mr. Howland is the author of "The New Empire," a work which is widely read in Canada, and which is considered the only answer to the works of Mr. Goldwin Smith.

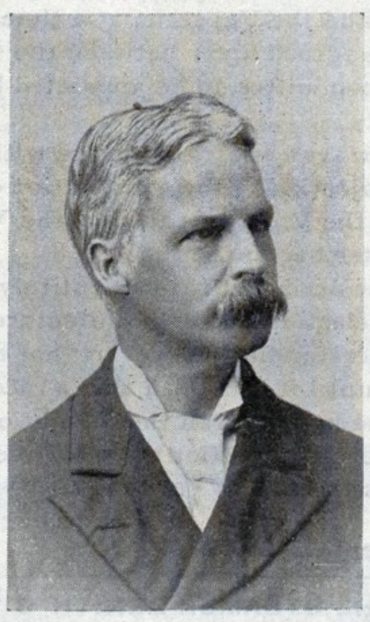
Mr. James Fisher, Vice President for Canada, is the head of a leading law firm in Winnipeg, and is an influential member of the Manitoban parliament. He is a man of great ability and versatility, and is the author of several valuable works, among them being one on international diplomacy. He is very liberal and tolerant in his views, but has the commercial and industrial growth of the great Canadian Northwest very much at heart.

Mr. Lyman E. Cooley, C. E., of Chicago, Vice President of the United States, is the consulting engineer for the Chicago drainage canal project. He has been engaged in matters pertaining to hydraulic engineering and to waterways for 14 years, and was for several years in responsible positions upon physical investigations, surveys and construction on the Missouri and Mississippi Rivers. He has been interested in the present deep waterway movement ever since its projection, and has been active and earnest in his part of the work.

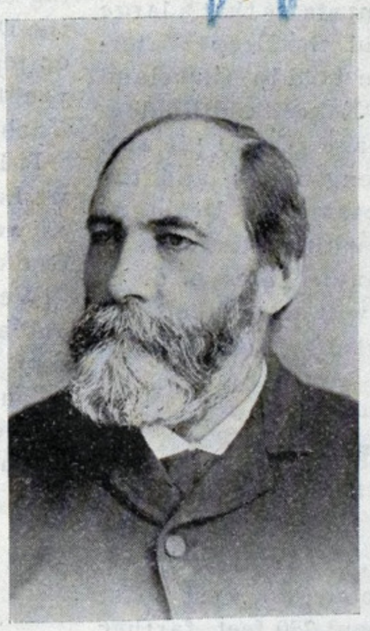
The General Executive Secretary, Mr. Frank A. Flower, scarcely needs an introduction in a lake marine paper. He is the owner of the Superior Leader, a flourishing daily newspaper at the head of the lakes, but for two years past he has given almost his whole time and energy, and a good deal of his money to the furtherance of his pet project—deep water to the seaboard. Mr. Flower has long been prominent in Wisconsin, and was for seven years commissioner of statistics and industries of that state. He is president of the International Traffic Association, and is to be found at the front of every movement which will lead to the commercial advantage of the Great Northwest.

FRANK A. FLOWER,
West Superior,
General Executive Secretary.

HON. LYMAN E. COOLEY,
Chicago,
Vice President for the United States.



HON. O. A. HOWLAND, M. P. P.,
Toronto,
International President.



HON. JAMES FISHER, M. P. P.,
Winnipeg,
Vice President for Canada.

CAPT. J. S DUNHAM,
Chicago,
General Treasurer.

Capt. J. S. Dunham, Treasurer of the International Association, is well known throughout the lake region as a leading vessel owner of Chicago, and probably the most active of lake vessel men in taking up with movements looking toward the accomplishment of vast commercial changes, in the ultimate good of which he is convinced. Capt. Dunham's solid position in the shiping world made him the most available man in the association for the responsible office of treasurer, the duties of which he has filled most satisfactorily.

The outline of topics and discussions, according to the latest arrangement, is as follows:

1. International Comity and Co-Operation—Annual address of President O. A. Howland, M. P. P., Toronto.

2. Historical and Critical Statement of the Deep Water Movement—Report of the Executive Secretary, Hon. Frank A. Flower, Superior, Wis.

3. Economics of Deep Water Transportation—Hon. F. W. Wheeler, shipbuilder, Bay City, Mich.

4. Ultimate Effect of Deep Water from the Great Lakes to the Sea on—

a.—The Development of our Mineral Resources,—Charles Richard Van Hise, Ph. D., professor geology, University Wisconsin.

b.—Domestic Iron Mining—Hon. Martin Pattison, owner of the Vermilion Range Bessemer mines, Superior, Wis.

c.—Iron and Steel Manufacturing—Arthur J. Moxham, president of the Johnson Iron & Steel Co., Lorain and Cleveland O., and Johnstown Pa., Lorain, O.

d.—Domestic Lumber and Timber Trade—Richard R. Dobell, of Dobell, Beckett & Co., Quebec, and Richard R. Dobell & Co., London, timber exporters, Quebec; also A. L. Crocker, president Minneapolis Board of Trade and chairman Executive Board I. D. W. A., Minneapolis.

e.—The Grain and Flour Business—Lewis R. Hurd, general manager of the Daisy Milling Co., Superior and Milwaukee, Wis., West Superior, Wis.

f.—Agricultural Interests—Hon. Henry C. Hansbrough, United States Senator from North Dakota, Devil's Lake.

g.—Domestic Shipbuilding—George Tunell, fellow in economics, University of Chicago, Albert Lea, Minn.

h.—Railway Traffic and Earnings—Emory R. Johnson, Ph. D., Professor of Finance and Economy, Wharton School, University of Pennsylvania; also Richard Price Morgan, railway expert, Dwight, Ill.; also, Lewis M. Haupt, A. M., C. E., canal and railway builder, Philadelphia.

i.—Lakeboard and Seaboard Cities—E. V. Smalley, president St. Paul Chamber of Commerce, and proprietor Northwest Magazine, St. Paul.

5. Necessities and Advantages of a Ship Canal from

the Great Lakes to the Sea—Denison B. Smith, secretary Toledo Produce Exchange, Toledo.

6. Volume and Value of Commerce Tributary to an Enlarged Interior Waterway—James Fisher, Q. C., M. P. P., Winnepeg.

7. New York and Deep Water to the Great Lakes—Dr. Albert Shaw, editor Review of Reviews; also Thomas C. Clarke, E. C., M. A. S. C. E., M. A. S. M. E., M. A. I. M. E, M. I. of C. E. of Great Britain, New York.

8. Western Needs of Cheaper Bulk Transportation—E. Rosewater, editor Omaha Bee, Omaha.

9. High Sea Rules and Regulations on the Great Lakes—Capt. John Swainson, late editor MARINE RECORD, Cleveland; also Lieut. George P. Blow, U. S. N., Chicago.

10. Regulation on the Outflow and Levels of the Great Lakes—George Y. Wisner, C. E., Detroit.

11. Free and Toll Canals—Michigan University.

12. Comparative Study of Modern Ship Canals—Charles Francis, C. E., M. A. S. C. E., Davenport, Ia.

13. Pneumatic and Hydraulic Locks—Chauncey N. Dutton, C. E., general manager Maritime canal of North America, Washington, D. C.

14. Is a Type of Vessel to Navigate Fresh and Salt Water Practicable? Joseph R. Oldham, N. A., M. E., Cleveland.

15. Modern Methods of Canal Excavation — Isham Randolph, C. E., chief engineer Chicago Sanitary and Ship canal, Chicago.

16. Cost, Character and Utility of Existing Great Lakes, St. Lawrence and Champlain Improvements——— Kingsford, C. E., ex-chief engineer of the Dominion of Canada, Ottawa.

17. Government Policy as to Home and Foreign Canals—Harvey G. Goulder, attorney of the Lake Carriers' Association, Cleveland.

18. Effect of Cheaper Transportation upon Civilization and Christianity—Archbishop John Ireland, St. Paul.

19. Basis for Co-Operation by the United States and Canada in Canal Construction and Management—Hon. Frank A. Flower, Superior, Wis.

20. Ultimate Development of Water Transportation—Lyman E. Cooley, C. E., trustee Chicago Sanitary and Ship Canal, Chicago.

THE RECORD'S special correspondent states that a large delegation from Chicago will attend the Deep Waterways Association Convention to be held in Cleveland next week. Messrs. Wenter, Cooley, Eckert and Boldenwick, commissioners of the Drainage Canal Board; Messrs. Randolph and Johnson, engineers; and the Attorney of the board will represent the Drainage Canal Board, and will be furnished with statistics as to the lowering of the lakes by the canal. Messrs J. S. Dunham, Eckert, Thorpe and Lyon will also attend the convention as delegates representing the Chicago Board of Trade.

NOTICE TO MARINERS.

SHEBOYGAN PIER HEAD RANGE LIGHT STATION.

Notice is given by order of the Light-House Board that, on or about September 30, 1895, the light tower on the north pier at the harbor of Sheboygan, west coast of Lake Michigan, will be moved about 230 feet farther out on the pier to a point near its outer end, and that the fixed red lantern light shown from the end of the elevated conduit at the end of the pier will be discontinued.

NOTES FOR NAVIGATORS.

Commander J. H. Dayton, inspector of the Ninth Light-House District, announces that the Skilligalee black third-class nun buoy, marking the end of shoal extending in a northwesterly direction from Skilligalee light-house, Mich., reported adrift September 5, 1895, has been replaced

In the regular issue of the Hydrographic Office Notice to Mariners for September will appear the following small charts, showing some of the investigations and surveys carried on by the U. S. S. Michigan since her completion of the survey of the harbor of Cleveland and during the months of June and July: Lake Michigan, Richards Reef, Middle and Nine-foot shoals and the vicinity of Waugoshance light-house; Lake Huron, Spectacle Reef and Martin Reef.

THE MARINE RECORD is the headquarters for marine publications of every description. No. 144 Superior St.

THE PILLORY AND THE BOOT.

Justice was meted out in rather a novel manner to an offender in a certain lake shipyard one day last week. A trusted employe, who, while a workman, had charge of a very particular and delicate department of ship construction, and who was privileged to roam at will through the company's offices and supply rooms, was detected in a series of thefts. Investigation developed that his peculations would aggregate several hundred dollars, and the man confessed as much.

The culprit was overwhelmed with the thoughts of trial and imprisonment, and begged to be let off, for the sake of his wife and children. The president and manager of the yard, whose face is a familiar one all about the lakes, and has even been seen in the halls of legislation, finally consented not to hand the man over to the law, but said he would look after his punishment personally.

The culprit was ordered to take his kit of tools on his shoulder, and was then marched by the president over the entire yard. Every time a knot of workmen was reached they were ordered to stop work for a minute, and to look upon a liar and a thief, a man who had violated every confidence of the company and deserved life in the penitentiary. The disgraced man was compelled to go through this ordeal in every department of the immense establishnent, and be thus introduced to his fellow workmen, old friends and neighbors. This occupied several hours, at the end of which the president escorted to the gate the wretched fellow, who had had nothing to say during the tour around the shipyard. When the exit was reached the president administered four well-directed kicks in the place where they would prove most effective in accelerating the man's speed from the yard. The fellow never looked behind him, but trudged away thankful; for although he had submitted to a humlliating ordeal, it was as nothing compared with the disgrace and punishment of the term in the penitentiary which he so barely escaped.

From the New York Herald.

ANOTHER CHANCE FOR THE VALKYRIE.

TO THE EDITOR OF THE HERALD:—

We enclose certified check for $1,000 with which to purchase a cup to be raced for by the Valkyrie on the following conditions: Preferably the race is to be between the Defender and the Valkyrie, at a time and place and on terms to be agreed upon between the owners of said yachts and a committee to be appointed by the Atlantic Yacht Club.

If Lord Dunraven is afraid to race with the Defender we have no objection to the substitution of the Vigilant, as we believe the Vigilant can beat the Valkyrie if Mr. Gould will enter her in the race

We leave the design of the cup entirely to the Herald, and also the selection of the manufacturer of the same, with the understanding, however, that the cup is not to be purchased until it is certain that a race will be sailed.

The cup is to be placed in the hands of the Atlantic Yacht Club for presentation to the winner.

THE ROBERTS SAFETY WATER TUBE BOILER COMPANY,
E. E. ROBERTS, President.

New York, Sept. 13, 1895.

THE STEAMER ZENITH CITY.

The steamer Zenith City, the first large freight steamer to be equipped with a water tube boiler, left Chicago early last Saturday morning, with a number of people aboard, including Captain A. B. Wolvin, managing owner of the ship; W. D. Hoxie, western manager, and F. Stikeman, consulting engineer of the Babcock & Wilcox Co.; Robt. Wallace, president of the Cleveland Ship Building Co., which built the engines, and several others. The work of the new steamer will be watched with great interest.

A BIG ORE CARGO.

The new Corrigan schooner Aurania, which left the South Chicago shipyard only last week, loaded at Duluth 3,928 gross tons of ore. The largest cargo taken out of Duluth previous to this was 3,689 gross tons on the steamship Victory. The grain capacity of the schooner Aurania is figured at 176,000 bushels.

After an illness of three years Mr. H. C. Wisner, of Detroit, is again able to resume his admiralty law practice, and has reopened his offices, Rooms 22 and 23, Moffatt building, Detroit, where he will be glad to meet his old friends and clients.

NEWS AROUND THE LAKES.

CLEVELAND.

The extension to the north basin of the Ship Owners' dry-dock is well advanced, and the management hope to have it finisned up to above the water line by Oct. 1. It is an immense job. The extension, 100 feet long, is in itself a respectable sized dock, and thousands of feet of heavy timber goes into the ground and is buried in order to secure absolute rigidity of the dock. The Company have been somewhat hampered for dock room while the improvement has been under way, and have had to turn away a good deal of work.

The fleet of the Cleveland Steel Canal-boat Co. is on its way back from New York with 7,500 barrels of sugar. The boats are expected to reach Cleveland on the 23d inst. The experience of the trip has suggested several changes, which will be made in the plans before the 24 additional boats of the fleet are built. The sterns of all the boats are entirely too full. The water did not reach the Alpha's wheel in sufficient quantities. On her return to this port she will be given a wheel of greater diameter and pitch, and her out-board shaft will be lengthened. The same trouble was experienced in getting water to the rudders of the barges, and to obviate this difficulty what is known as the Whitehall rudder will be attached to the rudders now in use. It is bolted to the main rudder, and hangs well aft of the blade of the rudder proper. When the water is deep enough it can be dropped down on the center-board principle, and will catch the water which passes under the barge. These slight difficulties do not form the slightest bar to the success of the enterprise, which was greeted down east with the warmest enthusiasm.

The Chamber of Commerce devoted the principal time of its regular meeting last Tuesday evening to Cleveland's inner and outer harbor, and the general need for improvement. There was a most encouraging disposition shown to go ahead at once and bring pressure to bear on Congress for a liberal appropriation, and to secure from the State legislature permission for the city to bond itself for river improvements. An excellent suggestion was made that a special effort be made to have Representative-elect T. E. Burton placed on the river and harbor committee, where he would undoubtedly have an opportunity to work more effectually than elsewhere. The Chamber will turn over to the new maratine board the work of compiling the necessary data to properly represent to State and National powers the advisability—the necessity of Cleveland taking some measures to keep up with the steady increase in lake commerce.

The new Maritime Board of the Chamber of Commerce has effected a permanent organization, with a governing committee of nine—James Corrigan, W. S. Mack, Samuel Mather, W. G. Mather, H. D. Goulder, Thomas Wilson, J. R. Oldham, Charles E Wheeler and H. B. Burrows. The first work of the Board will be to look after the Deep Water-ways Conven ion, which will be held here Sept. 24-26, and then especial attention will be given to harbor improvement until the close of navigation. Through the winter preparations will be made for in tituting a complete bureau of information for the season of navigation of 1896.

The Detroit & Cleveland line will discontinue its Sunday trips after the first Sunday in October. The last two Saturday nights will be devoted to popular priced excursions.

The steamship North Land is now in her last trip up, the management having decided that the passenger list does not warrant keeping her in commission for another round trip, as has been anticipated.

The new coal car dumping machine on the Nypano dock, near Columbus street bridge, is proving very successful, after a few minor difficulties had been adjusted—something to be expected in every new machine. The cars run into a cylinder, and are clamped by a rapid process, no matter how they may vary as to size; the cylinder is then rolled over by means of cables until the car reaches a position to roll all the coal out, when it is then let down into the vessel's hold through a hopper and chutes.

CHICAGO.

Special Correspondence to The Marine Record.

The schooner Unadilla was sold at marshal's sale here Tuesday morning to E. Reistener, cashier of the Bank of Tonawanda, N. Y., for $3,000.

The dismasted schooner Seaman arrived here Tuesday morning with hardwood lumber from Traverse City in tow of the steamer George Burnham. The Seaman was light and bound to Traverse City when she was dismasted on the morning of Sept. 4th on Traverse Bay. The steamer Columbia picked her up and towed her into Traverse City. The schooner is owned by Capt. A. L. Schueneman, who carried no insurance on her.

The steamer Fountain City, Capt. Charles Graves, and consorts Mike Corry and Naiad arrived here Sunday morning from Washburn with lumber. They encountered tempestuous weather on Lakes Michigan and Superior both going and returning. But they all arrived here in good condition and without having lost a plank of their cargoes.

A syndicate headed by O. S. Richardson and Jas. S. Dunham have purchased the Ketchum syndicate interest in the Ketchum Steamship Co., owners of the steam-

ship W. P. Ketchum and barge George B. Owen, which will give them the controlling interest in the company. This necessitated a reorganization of the company, and at a meeting held Tuesday evening, O. S. Richardson was elected president; J. S. Dunham, vice-president and manager; A. Lenke, treasurer; James Channon, secretary.

The steamer Fayette, Capt. Wm. Disher has been chartered by the Illinois Steel Co. to carry steel rails and belts; the schooner John Kelderhouse has also been chartered by the same company for the same purpose.

Lumber freights are altogether too low on Lake Michigan, and now that uncertain weather has set in, which detains both steam and sail vessels, weather bound, in port, freights should go up a shilling or two, as with fair weather many vessels trading on Lake Michigan have had hard work to make both ends meet.

The L. M. & L. S. Transit Co.'s splendid passenger steamship Manitou left here on Saturday morning with a large party of excursionists for Charlevoix, Harbor Springs and Mackinaw Island, this being her last trip this season. She has carried a large number of passengers and done a very fair business this season.

Carr & Blair chartered the schooner James G. Blaine for corn to Port Huron at 1½c; John F. Eddy corn to Buffalo at 2c; Lindsay to Buffalo at 1½c; Progress for iron ore, Escanaba to Buffalo. Palmer, Cook & Calbick chartered the steamer Fred Pabst for oats to Buffalo at 1⅝c. J. G. Keith & Co. chartered the schooner America for barley to Buffalo at 2c; the Majestic, Helena and Parnell, corn to Buffalo at 2c; the Sachem and Sturges for corn to Port Huron at 1½c. Capt. John Prindiville chartered the Farwell and Dobbins for corn to Port Huron at 1⅝c; the John Duncan for corn to Buffalo at 2⅛c. C. W. Elphicke & Co. chartered the steamer J. J. Hill for wheat to Toledo at 2¼c; the LaSalle for corn to Buffalo. P. H. Fleming & Co. chartered the Pickands for corn to Buffalo at 2⅛c; the barge Marengo for oats to Buffalo at 1¾c.

DULUTH AND SUPERIOR.

Special Correspondence to The Marine Record.

With but few exceptions, the flour mills of Superior have been grinding steadily since the opening of navigation. Indications are that the mills will run pretty steadily during the coming winter. The export shipments of the mills thus far this season have equaled 28 per cent of the entire production, which is 5,607,000 barrels in excess of the amount turned out during the last crop year.

Capts. Harry Ditzel, of the tug Medina, and James E. Brown, of the tug Pathfinder, have had their masters' and pilots' papers revoked by Local Inspectors Monaghan and Clark. Each was notified by letter. Capt. Ditzel was informed that he failed to comply with Rule 6 in failing to stop or back the Medina. The evidence that the Joliet would have run down the Medina was considered by the inspectors to be insufficient and incomplete, as they hold that the Joliet gained on the tugs while the Medina was lapped onto the Pathfinder, and had partly passed the tugs before the Pathfinder rolled over, without touching either tug. The inspectors hold that Capt. Brown also violated Rule 6, inasmuch as the Pathfinder crowded upon the course of the Medina in attempting to get the tow line of the Joliet. The excuse that Capt. Brown did not see the Medina until her bow came against the stern of the Pathfinder was not entertained by the inspectors, who held that he should have seen and heard what was going on. Capt. Brown has appealed his case to the Washington authorities, and Capt. Singer will also probably contest, in behalf of Capt. Ditzel.

It is announced that the fleet of Northern Line steamers will winter here this season. This is not confirmed, and it is likely that only a part of them will winter here.

Shipments of ore from the Duluth & Winnipeg docks amount to about three cargoes per day.

The tug Pathfinder, which sank in the harbor after being successfully raised, was again brought to the surface, and is undergoing repairs at her docks.

Just as soon as the bay freezes over next winter so as to permit travel by teams, work will be commenced repairing the east pier of the natural entry. The contract for the work will be let at Major Sear's office next month.

The Youghiogheny & Lehigh Coal Co., has 100,000 tons of coal on its West End dock. The dock has a capacity for 150,000 tons and is to be filled by the latter part of November. C. P. White, of the Youghiogheny Co., says that from now until the close of navigation great activity will be experienced in the coal trade. Considerable difficulty is had in securing boats enough, but it is thought that after the rush in the shipments of wheat and iron ore ceases there will be plenty of boats.

The dock of the Youghiogheny Co. at the East End is very nearly filled, and shipments by rail west will be commenced very shortly.

The Northwestern Coal Railway Co.'s dock at Allouez bay is receiving two or three boats of coal a day. This dock was nearly filled some weeks ago and it was understood that its receipts of coal would cease before this time. Great shipments by rail have been made from the dock lately and in consequence the receipts by boat are being continued.

The Christopher Columbus arrived here last Thursday, and after giving a few excursions, will go into winter quarters here. It is estimated that she carried 100,000 passengers during the summer. Her first trip was made June 16 and with the exception of two days in July, when she was disabled, she made daily runs until Sunday the 8th. It is figured that the net profits for the season will foot up from $40,000 to $50,000.

Lumber shipments from Duluth for the first two weeks in September were 28 cargoes, and 16,848,000 feet. Most of this went out during the past week.

The Duluth & Iron Range Co. will build another ore dock at Two Harbors. Work will begin on it this fall. During the whole summer they have been hampered in their business on account of scarcity of boats, whereas if they had a large storage dock they could have continued their large steady shipments and not be forced to lay off cars while waiting for boats.

SAULT STE MARIE.

Special Correspondence to The Marine Record.

The Canadian Sault ship canal was opened on Saturday afternoon, the 7th inst. by the steamship Majestic, which entered the east gates of the lock at 2:07 o'clock, and generous salutes from the boats lying on both sides of the river. The lock was filled, and the steamer left it at 2:18 o'clock, about 11 minutes being consumed in the locka.e. At 7 o'clock Monday, the 9th, the canal was thrown open to all. The steamer Uganda and City of London locked down at 7:30 o'clock, and the Kearsarge locked up at 8:30. From that time on the lock was kept busy, 44 boats loading through that day. Since then the wonderful record of 40 boats in eight hours has been made. Masters of American boats have only to report to the officials at the lock, and not to the customs officers, all inconvenience being avoided. By using the Canadian lock vessels are able to load to 15 feet, which is the depth of water at Sailors' Encampment.

Nothing has yet been done toward providing mo ring places on the Canadian side for vessels desiring to use the new lock, and vessels awaiting their turn have to tie up on the American side. It has been suggested that some one build docks in the vicinity of the International Wharf.

Water was let into the basin above the upper gates of the new American lock last Friday morning for the purpose of testing the big steel gates. When the water reached a few feet above the miter sill it began to percolate through the top layer of masonry on the sill, and in a short time a sheet of water was shooting through between the stones clear across the sill. General Superintendent Wheeler says the trouble can be remedied by placing more bolts in the masonry, and this can be done without trouble. The gates, so far tested, have stood the strain well and leaked but little.

C. E. Mitchell & Co., W. H. Hubbell and John Hickler, who have dredging contracts on the 21-foot channel on the Sault River have been notified that all the available funds in the appropriation are exhausted, and that no more estimates can be paid out until funds are provided for the purpose by Congress next December. Many dredge men at the lower end of Lake Huron are also affected. It is considered likely that those who can afford to do so will complete their contracts.

BUFFALO.

Special Correspondence to The Marine Record.

The canal men are holding meetings with a view to the strict maintenance of rates this fall.

The water here is 14 to 18 inches below the normal, and boats are having much trouble in getting to their elevators.

The schooner Wall is ashore at Stony Point having gone on the beach during the blow. She cannot be reached at present on account of the heavy sea, but can be dredged off. She is insured for $4,400 in the Buffalo Lloyds.

The principal offices of the newly-incorporated Union Transit Co. are at Dunkirk, N. Y., and these are the directors: Henry C. French, John Gordon, Theodore H. Myer, F. P. Gordon, A. S. French.

A sad case of a sailor's death occured here last week. Patrick O'Leary was committed to the penitentiary early in the week on charge of being a tramp. He had been found by the police wandering in the outskirts of the city, and they thought he would be better off in the penitentiary. He was a sick man when he reached the institution, and when his condition became known he was removed to the hospital department, where he died Saturday morning. He said he was 37 years old, and had a wife and three children, but did not say where they were.

Purser Fred E. Curtiss, of the steamship North Land, has been handsomely remembered by his associates in the steward's department of the vessel. They have presented him with a handsome emerald pin, set with diamonds, and others of the crew gave him a dre.sing case and manicu.e set. Mr. Curtiss was more than pleased at the evident regard in which he was held by his associates on the North Land during the season.

ASHTABULA.

Special Correspondence to The Marine Record.

President Hutchinson, of the P. Y. & A., and other officials of that road, looked over the harbor last Saturday. In discussing the new 20-foot harbor channel, the officers stated that this road would be more than willing to do its share in this matter.

The P. Y. & A. slip will, it is stated, be lengthened seventy-five feet during the coming winter. This will necessitate the removal of some of the tracks and office buildings, but the company considers that the improvement must be made in order to accommodate the boats of the 400-foot class, which are so rapidly increasing in numbers. It is on the west side of this slip that the new King hoists are in operation.

M. A. Hanna & Co., of Cleveland, who control much of the dock property here, have just placed an order for additional ore-handling machinery, and expect by next spring to be able to handle 11,000 tons of ore and coal per day.

The McMyler "whirlie" which was burned a few months ago on No. 5 dock, has been removed to the lake front. It was removed to make room for the new coal dump machine.

SANDUSKY.

Special Correspondence to The Marine Record.

The Johnson's Island Steamboat Co. has turned over the Steamer Wellington R. Burt to her new owner, Capt. John E. Monk. He expects to make some improvements in her next winter.

Work on setting the crib foundation off Cedar Point has suffered frequent interruption from the heavy seas.

Coal is coming into this city over the Columbus, Shawnee & Hocking Railroad as fast as it can be put upon vessels at the company's docks. Shipments during the season have been steady and are already far in excess of last year's entire trade.

While dredging about the site for the outer range light at Cedar Point, a portion of an old wreck was brought up, which was found to be a p.rt of the old schooner H. H. Brown, which went down there in 1868. She foundered while trying to enter this port with a load of lumber.

FLOTSAM AND JETSAM.

The new breakwater at Manitowoc has been completed.

South Haven is suffering from low water, although government dredges are at work there.

The schooner Evaline and little scow Oak Orchard had narrow escapes from foundering on Lake Michigan during last week's gale.

Late measurements by Engineer Paldi, of Port Huron, show that the level of Lake Huron is now eight inches lower than it was two years ago.

Gen. O. M. Poe states that the rainfall for the entire state of Michigan for the first seven months of 1895 was 8⅓ inches below the normal average.

The yacht Iolanthe has been libeled at Toledo by the Toledo marine railway for a bill of $161.48 for repairs, and the yacht Myrtle has been ordered sold at the same port to satisfy a debt to the same firm.

Dredging at Portage Entry will be completed this month, and several of the sharp turns in the canal will be entirely done away with, making navigation nearly as easy for large vessels as the Upper Portage Lake canal.

The Standard Oil Co. is tired of holding its barges till they get a chance to tow behind a big steamer, and will charter one of Boutelle's Bay City tugs to tow the pair up and down the lakes. Much better dispatch can be secured this way.

Uncle Seth Caldwell, of the Western Transit Line, has libeled the steamer Hadley for $12,000, because one of the line boats of this company picked her up and towed her into harbor when she lost her rudder. Such charges are equal to the pirates of Tarifa, 1,100 years ago.—Port Huron Herald.

Commodore M. B. Mills' yacht Cynthia, of Detroit, made the run across Lake St. Clair Wednesday morning of last week, from the lower light-house on the piers of Windmill Point, in one hour and five minutes, without any pushing. The Cynthia is equipped with a Taylor water-tube boiler.

Not content with the growing popularity of the stockless anchors, which can be handled so much more readily than the old style, and can be dropped by simply pulling a chain on the forecastle deck, Capt. Wolvin is said to be trying to invent a "trip" by which an anchor may be dropped by simply pressing the foot on an iron bar.

Theo wnership of the Ann Arbor car ferries Nos. 1 and 2. was formally transferred last week by the Craig Ship Building Co. to the Ann Arbor Railroad. The road was for a long time in the hands or a receiver, and the shipbuilding company would not allow the boats to pass out of their hands until they were sure of their money.

The light-house tender Amaranth has discharged a cargo of material at Bete de Gris on Lake La Belle for a new light-house and signal at that point to replace the abandoned light-house which fell down this summer. The new light will be appreciated by all marine men who have had occasion to make that difficult harbor during bad weather.

The scow Charles W. Chambers, which was launched in 1894, after being 12 years in building, is in commission. Capt. Chambers, her owner, builder and namesake, lives at the foot of Grosse Isle, and nearly all the material in her was driftwood, cut up by Capt. Chambers with a handsaw. The boat is 86 feet long and the captain values her at $7,000, though no one else does.

THE PORT ROYAL DRY-DOCK SCANDAL.

The Army and Navy Journal says: "We hope that the Secretary of the Navy will not make the mistake of seeking to bolster up the reputation of the Port Royal dry dock, for which his predecessor and not he is primarily responsible. The secretary has just received the report of another board appointed to examine the dock. The members of the board are Capt. Alex H. McCormick, Civil Engineers Anecato G. Menocal and Christopher C. Wolcott, who was formerly an officer of the army and is a graduate of the Military Academy, class of 1867. They have apparently gone as far in their report as their consciences will permit in favor of the contractor. Though they do not venture to recommend putting the Indiana into this dock, they do say that with the gate in the inner grove as it is it would be safe "probably" to dock "a" war vessel. They also say that the same conditions "probably" exist with the gate in the outer grove. "A" Navy vessel, the Amphitrite, has already been in and out of the dock, but she is not a battleship of the weight of the Indiana. The Amphitrite was carefully placed in the center of the dock, so as to avoid as possible testing its weak points. This board reports that the defect of the dock is due to faulty designs, and not to bad workmanship, and therefore they hold that the contractor should not be made responsible. A reference to the record will show that the designs, after which the dock has been constructed, were prepared for Mr. McCarthy by Mr. Oelman Bom Nerta, an employee of the Treasury Department. They were presented by the contractor with his proposal and were rejected by the Board on Designs, as were other designs. Mr. Tracy declared that he was not bound by the finding and accepted Mr. McCarthy's bid as the lowest, though there was a still lower bid from Carlos J. Stohlbrand, whose designs were condemned as wholly inadequate.

Defective as were Mr. McCarthy's plans, he has not followed them in all particulars. He has announced his entire confidence in the ability of the dock to take the Indiana, and offers to be responsible for any damage the vessel may receive. If this offer is accompanied by a good and sufficient bond it would be well to accept it.

We quite appreciate the embarrassment the department in under, it having to choose between sending a U. S. naval vessel to Halifax to be docked or risking her in the Port Royal dock. Perhaps the best course now will be to clean the bottom of the Indiana as well as possible by sending down divers.

Fourteen months ago, July 21, 1894, we stated in the "Journal" that the Indiana would have to be taken abroad to be docked, and pointed out the defects in the Port Royal dock, which had even then revealed themselves. A week later we returned to the subject, and spoke of the wisdom shown by Great Britain in providing for the contingencies attending the construction of a modern navy, and urged that the work of building of our dry docks should be intrusted to experienced hands and not to a master mason or contractors with a "pull." Dec, 8, 1894, we again pointed out the defects of the Port Royal dock, and predicted that it would not be available by the spring of 1895, and it was not available then. We have returned to this subject upon numerous occasions during the past year, but still the work of wasting the public money has gone on. This might have been due in the beginning to well-intentioned mistakes, but when the laches of the amateur dock builders put it into the power of the department to procure better work, the opportunity was not improved. The condition of our partially constructed dry docks is a disgrace to the country, and a serious reflection upon the executive capacity of our Navy Department. The situation is bad enough as it is—do not let us make it worse. Before the department goes further in the docking the Indiana at Port Royal, they should call into consultation a board composed in part or wholly of men who have had a large experience in docking vessels. There is but one road to wisdom and that is through experience.

NEW METHOD OF PROPULSION.

A new method of propulsion has been brought to our notice by the patentee, Mr. T. H. Taylor, 7 Kimberley Street, Liverpool, and advantages are claimed for it over the paddle and screw. The method consists of armed wheels, or impellers, fixed in recesses at the sides of the vessel, worked horizontally and entirely submerged. The impellers working horizontally places the propelling quality on an equal with the moving of the vessel; the action thus becomes a natural one, like a fish or duck swimming. The blades, having a firm resistance, strike the water direct; the water not giving, the vessel must. Thus nearly all the force of the driving power (without lifting, and very little slip) is utilised to propel the vessel, the water in the impeller chambers also assisting the velocity. Three great points are claimed for this method over the paddle or screw, viz., greater speed, less or no vibration, and less workable cost. The inventor has an adaptation of his principle in a clockwork working model of a water bicycle, demonstrating his method, and we think it may be to the advantage of those concerned in rapid vessels and transit to see this invention.

THE COLUMBIA COURT MARTIAL.

Capt. G. W. Sumner, who was court martialed as a result of the Columbia's mishap in Southampton docks, has been sentenced to suspension for six months on waiting orders pay, and to receive a reprimand from the Secretary of the Navy. The court found him guilty in part on the first charge, in not fully performing his duty in connection with the docking of the ship. The specification of the second charge of hazarding a navy vessel was proved, and he was found guilty of neglect of duty.

The damage to the Columbia, according to the report of the board appointed to examine her hull, was slight, "it being confined to loose and leaky rivets and a few leaky butts and seems in the flat keel plates, and two dents in the keel plates and garboards. These dents occur evidently where the ship rested on the keel blocks at Southampton, and are all located at the outer edges of it on the flat keel plate and in the seam of the keel plates and garboard, or at an average of 17 inches from the vertical keel. The starboard side has suffered markedly more than the port. The damage to the keel and garboard is greatest at the fore end, just abaft the knuckles, where the keel begins to cut up, and noticeably decrease aft, until all damage, even to the cement, disappears forward of the engine work. Forward of the knuckle nothing has been injured. Five of the seven long stanchions in the fire room, reaching from the protective deck to the inner bottom, are buckled, the worst having a permanent set of 1½ inches. No plates or angles are cracked. Four rivets, which secure a floor bracket to the frame bar, within the double bottom, were sheared sharp off. Two brackets, floor plates, two watertight floors, and the vertical keel are buckeled, none of them seriously. We find that no damage to the machinery has been sustained."

SUEZ CANAL TRAFFIC FOR 1894.

The report of the business of the Suez canal for 1894, shows that the gross receipts of the canal company were $15,390,230, against $14,764,906 for 1893. If the revenues from the tramway between Port Said and Ismalia, the lands, and water company, are eliminated, the actual receipts of the canal were $650,800 greater than in the previous year.

English trade with the far East improved to the extent of more than $15,000,000 last year.

Although the number of ships that passed through the canal in 1894 was less than in several previous years the tonnage has only been exceeded in 1891, when it reached the record figure of 8,698,777 tons. The net tonnage last year amounted to 8,039,175 tons.

MARINE REPORTERS' SEARCH LIGHT.

The Lynn Bros., marine reporters at Port Huron, have received their powerful search light from the General Electric Co., of Schenectady, N. Y., and on Tuesday night it was worked for the first time with great success. The names of boats could be distinguished very easily as they passed up and down the river. The light is very powerful and will be a great advantage to this reporting firm in learning the names of boats passing Port Huron during stormy nights.

HYDROGRAPHIC CHARTS

Of Lakes Erie, Ontario, Superior, Huron, and St. Mary's, St. Clair and Detroit Rivers, for sale at the office of the MARINE RECORD, No. 144 Superior street, Cleveland. Prices 75 and 50 cents each.

CUSSING ON A SALARY.

Cussing is by no means a lost art. It once flourished in a crude and rough fashion in the army in Flanders, where soldiers that had boots left them in the mud, and considerable carving was done with military cutlery on dark nights and in thick fogs. Cursing under such circumstances, if not justifiable on moral grounds, was found to be of special pushing power in the butchers' business. As a man-propelling motor it was freely patronized on board ship when the sea-dogs of Drake, Nelson, and Paul Jones had to look into a sixty pounder to stop a ball and climb over a wall of pikes with a cutlass in their teeth. It is also of considerable potency now-a-days when seamen fail to hold on with their eyelids in a ship's rigging, or to make a knot in a frozen ratline. In digging canals and sewers, where a man is disposed to straighten his back and give his shovel an occasional vacation; in driving piles for a railway bridge or spikes in railway ties, when a man wants to sneeze, or objects to his eyes being inundated with perspiration; in complimenting mules when they stand on two legs, and refuse to dislocate their spines or break their harness in pulling a wagon out of a quagmire; in all these crises and emergencies the art of cussing takes the red ribbon at the fair. Its immediate results are those of a shawl pin applied to a tender spot, or a gas explosion on a hotel window. The slow worker quickens his pace. If in danger of taking a nap when standing in his shoes, a wasp on his collar could not wake him sooner. If his mind or his body are out of order from having to pay a ten dollar bill at the grocer's with a solitary five and a lonely quarter, or from a bad cold and a disabled stomach, he is brightened up and made a boy again with the usual dose of sulphur found in all good able-bodied cursing. Now it is by no means strange that so potent a force should be overlooked, or its money value be unrecognized in many public works and institutions, or railway construction and in busy hustling mills, cussing abilities command a salary. When in connection with a copper-lined pair of lungs and a nature that would not disgrace a keg of nails, and a gift of turning on the power when the car is slowing up, the art of cussing in an industrial sense is seldom at a discount. It is a case, however, of making a big mistake in handling men as we manage mules, or drive piles. As a rule, a man will do his best for the man who treats him best, and in any circumstances and with any type of man, one need not be a bully to secure good and faithful work. There are men by the thousands who are day by day subjected to the poisonous and pernicious influence of the salaried cusser. The sandpaper is rubbed on their skins, and all sense of dignity and self-respect in their daily working life is squeezed out of their souls. Think you that this thistle seed dropped into men's lives will not grow thorns? Is labor made honorable and contentment possible under such conditions? We trow not. Stroking the fur the wrong way, makes a scratching cat of a kitten. Butt a goat and he will return the compliment. Treat a man as a mule and he will have the same propensities. You cannot drop a dead dog in your neighbor's well without spoiling your own tea. We believe and we are not without a good reason for our faith, that there would be less friction between labor and capital if there was less of the man-propeller and his tin horn in our industrial establishments. We are aware that men are to be found everywhere who require more than a gentle hint to keep them in line, and who if left to themselves would do nothing else but draw their pay. In such cases, a little salt is necessary to keep off the flies, but as a general thing and as a rule, it is a grave mistake to suppose, that cussing on a salary makes better men or better work.—Fred Woodrow, in The Age of Steel.

BUFFALO HARBOR CHARTS.

The new charts of Buffalo, Black Rock and Tonawanda harbors, issued by Messrs. Cobb & Wattles, should be found among the charts of every ship master on the lakes.

They contain full information regarding all slips, basins and canals, as well as a business directory showing the location of various firms.

These charts are for sale by the MARINE RECORD, 144 Superior St., Leader Building, Cleveland. Price $2 each.

THE MARINE RECORD is the headquarters for marine publications of every description. No. 144 Superior St.

TORPEDO BOAT DESTROYERS.

The recent naval manœuvres were specially interesting as assisting to throw light upon the utility of the high-speed vessels recently built and now building, known as the torpedo boat destroyers. It appears the whole operations of the torpedo boat flotilla were arranged to test this new type of vessel, and it is so far satisfactory to find that they have proved capable of maintaining a high rate of speed when on a heavy sea. It will be also gratifying for the builders of the vessels that were engaged in the manœuvres to learn that they were practically free from defects. The water-tube boilers are said to have been very successful, largely, it appears, owing to their common feature of ability to raise steam rapidly. At the same time, it has been made evident that there must be an absolute certainty regarding the sufficiency of the supply of fresh water for feeding the boilers, and it would appear that the evaporators could, with advantage, be of increased size.

While these destroyers may be thus considered successes, it also appears they failed to efficiently blockade ports in which ordinary torpedo boats are lying—and after all is not their utility open to question? While far from desiring that the British navy should be lagging behind in adopting new types of useful vessels, it cannot but be felt that it is at all events possible to overbuild vessels of the light construction that torpedo boats and torpedo boat destroyers notoriously are. They have and are being built by the dozen. Would not a smaller number at a time suffice, seeing that no sooner has a speed of 27 knots been fixed upon, than almost immediately 30 knots is made a standard? Except in times of war such vessels are useless. They can not be with advantage used for the protection of our fisheries, and over-sea voyages are out of the question. When they have completed their official trials, they are stored away; and how rapidly will they depreciate? Their shell plating and their whole structure is so light that during construction the plates expand so considerably with the mid-day heat that if riveting was then performed, the efficiency of the work would be more than doubtful. How long can such thin plating resist corrosion?—Engineer's Gazette (Eng.).

A MODEL MARINE RAILWAY.

What is regarded as one of the best modeled marine railway in the world has been built at Dover, England. It is 556 feet long and has a slope of one foot vertical in 18 horizontal, on one side is a quay forming a wall of a dock, while on the other is a jetty of 476 feet length. The upper part for a distance of 370 feet is on made ground, and the remaining portion is on the local formation of chalk. On the made ground a bed of concrete from 3½ to 4½ feet thick has been laid for the 12 by 6 inch cross ties, of 32 feet length, to which longitudinal timbers are bolted; in the lower part of the slip the cross ties are laid directly on the chalk with only enough concrete to bed them evenly, and are held down by six bars about two feet long driven into the rock. The upper part of the railway, for a length of some 260 feet above low water, is paved with stone blocks set flush with the top of the longitudinal timbers, and the lower portion with bricks set on end. Three pairs of rails are used, the center pair having a rack between them, and the distance between the center of the middle pair and each of the outer pairs is about 12 feet. The car, or cradle, is in four sections, the two main sections together being 133 feet long, while the auxiliary sections are 25 and 15 respectively. At about every 20 feet in both main and auxiliary cradles a paul is fixed under the center beam which works in the racks between the center pair of rails and prevents the cars from rolling down the incline, except when they are lifted.

THE FASTEST WAR VESSEL.

The first torpedo boat destroyer ever built of nickle steel, the Sokol, ordered by the Russian Government, was recently launched from Yarrow & Co's yard at Poplar. On her trial for speed, a day later, with a pressure of 165 pounds of steam, carrying 35 tons of dead weight, she made on the measured mile 28.57 knots against the tide and 32.00 knots with, a mean of 80.285 knots, the greatest speed yet developed in a boat of this class. The horse power used was 4,000; while it took 4,800 horse power, with 250 pounds pressure, to drive the Boxer 29.31 knots, the record for the British destroyer.

The Sokol is 190 feet long by 18½ feet beam; she has twin-screw triple-expansion engines of 4,000 horse power, with steam supplied by eight Yarrow patent water-tube boilers with straight tubes. She was launched with all the machinery on board, fires lighted, and steam up in four of the boilers. In the four progressive trials of her engines, with 127 pounds of steam, a mean of 25 78 knots was obtained, with 140 pounds exceeded the guaranteed speed, and finally, with 165 pounds, the record was broken with a mean speed of 30.285 knots. The air pressure was ½ inch in the first trial and only 1⅛ inches in the last.

DELAY IN WAR SHIP CONSTRUCTION.

Secretary Herbert says "the ships building in the navy yards have been lagging for years. For a long time the delay was for want of armor, but armor is now being furnished promptly. The Texas and Maine, the former of which has just been put in commission, and the latter of which will be in a few days, really ought to have been in service months ago. Officials at navy yards naturally desire to keep a regular force steadily employed, and the disposition is to take workmen from ships that are building and do repair work with them, putting them back when the repair work is completed. Not only have the Texas and Maine been delayed by this practice, but also the monitors, the Terror, the Monadnock and the Puritan. All these ships ought to be now in commission, and I have ordered that they be pushed to completion. Precisely the same reasons which have operated to delay the building of ships at navy yards naturally influences contractors. They are sometimes tempted to neglect government work and use part of the force on the government ships to do outside work as it comes in. The contracts all provide penalties for failure to complete work in time. Penalties for delay have frequently been imposed upon contractors by the navy department, but, unfortunatelv, Congress has in almost every instance, when it was asked, relieved them against these penalties. The effect of such acts is necessarily demoralizing. The department has recently given orders to push all work on navy yard ships, and has also been urging the contractors to increased diligence. It is to be hoped that penalties incurred in the future for delay will be allowed to stand. There is really nothing about shipbuilding that now renders it difficult in the United States. No good reasons can be given why ships authorized by Congress should not be completed with reasonable dispatch, and I am simply insisting on prompt compliance with contract obligations. We have already shown that we can build ships and guns equal to any in the world, and I hope our shipbuilders, who are now looking for contracts abroad, will demonstrate to the world that ships can be built not only as well, but as rapidly in the United States as anywhere in the world. Of course, I am pushing along the manufacture of ordinance and everything else at the same time."

NAVIGATION LAWS CODIFIED.

Commissioner of Navigation Eugene T. Chamberlain has completed his task of compiling and codifying all the laws of the United States relating to navigation and the merchant marine, thus brought together, these laws form a book of nearly 500 pages, and has just been published in convenient shape for masters and others. There are some forty-five sub-divisions in the book, as follows: Vessels; documents of vessels; log-book supplies, seaworthiness; liability of owners, masters and shippers; inspection of steam vessels; immigrant ships; general pilot laws; tonnage tax; discrimination and retaliation; entry and clearance; entry of merchandise; tariff provisions directly relating to vessels; commerce with contiguous countries; domestic commerce; trade with Alaska; seal fisheries; quarantine and bills of health; immigration; Chinese immigration; ocean mail service; wrecks; revenue cutters; remission of fines and penalties; cattle and live-stock trade; adulterated food products; tea trade; opium trade; rules to prevent collisions; aids to navigation; obstructions to navigation; harbors and rivers; New York harbor; anchorage grounds; neutrality; Guano Islands; miscellaneous; legal procedure; crimes; piracy; slave trade; protection of submarine cables; and administration and executive offices.

The work reflects great credit upon Mr. Chamberlain, as it shows both diligence and discrimination.

Capt. Charles M. York has been appointed inspector of hulls in the Marquette district, to succeed Capt. A. O. Kruger.

NOTES.

THE Standard Oil Company have decided to postpone their experiment of shipping oil on a tank barge in tow of a steamer to Europe until a stronger demand will compensate for the high rate of insurance demanded. Meantime the shipment of American peaches in cold storage to Europe is talked of, and if not accomplished this season surely will be next year.

DURING last month Scotch shipbuilders launched 31 vessels, of 37,104 tons (against 21 vessels, of 19,137 tons in July, and 21 vessels, of 36,904 tons in August last year), of which 18 were steamers, 2 sailing-ships, 8 barges, 2 dredgers, and 1 gunboat. For the year so far 248,071 tons have been launched, against 232,414 tons in 1894, 191,066 tons in 1893, and 273,125 tons in 1892.

THE Navy Department has issued the circular advertisement giving a description of the two battleships authorized by the last Congress. Chief Naval Constructor Hichborn has sent out these circulars to several shipbuilding firms including the Cramps and the Union Iron Works. The law provides that one battleship shall be built on the Atlantic coast and the other on the Pacific coast.

THE Harlan & Hollingsworth Company, of Wilmington Del., have contracted to build for the Montauk Steamboat Company a new sidewheel boat for the Shelter Island and east end of Long Island route. This boat will be 235 feet long on the water line, with feathering buckets, inclined engines and all modern improvements. The same company has contracted with the Old Dominion Steamship Co. for the construction of a large steamer which is to be completed next spring. She is designed for service in Norfolk harbor and on the James River.

THE Hydrographic Office is out with a new issue of the North Pacific Pilot Chart, which contains a description of a device for distributing oil at sea to lessen the the violence of breaking waves. The device is the invention of Seaman Thomas W. Wilson, recently serving on the Portsmouth. The machine consists of a metal oil tank encased in a box with a door in the side to show the gauge, which indicates the quantity of oil in the tank A rubber tube passes from the bottom of the oil tank through the top of the surface of the sea. At the end of this rubber tube is a bulb for siphoning the oil from the tank. The naval service may take the matter up and experiment with it for adoption in the service.

THE new tank steamer Le Coq, which sailed from Shields on August 28, for Philadelphia, and has been in the latter port several days, was built by Armstrong, Mitchell & Co., at the Walker Yard, on the Tyne, and is of the following dimensions: 330 feet by 42 feet 8 inches beam, and 29 feet 6 inches moulded depth. The vessel is fitted with engines having cylinders 24, 40 and 64 inches by 48 inch stroke, supplied with steam from two single boilers. On her trial trip, which was taken with bunkers full, and three oil tanks filled with water, drawing a mean draught of 19 feet 1 inch, she made an average speed of 11½ knots on the measured mile. The steamer is owned by Lans & MacAndrew, of London, and will be employed in the service between the United States and the continent.

TRADE NOTES.

The Ansonia Brass & Copper Co., 19 and 21 Cliff street, New York, have issued a new catalogue devoted to the merits of Tobin bronze. It gives tests of this metal in various forms, tells some of its various uses, gives weights of plates per square foot and of rods per lineal foot, and taken altogether is a useful little book for those who have use for a metal of this kind. The company report business very brisk.

The New York Fire-proof Covering Company, of 128 Liberty street, New York City, report a very large increase in the sale of their fire-proof steam pipe covering over the sales of the same period last season. June and July are usually considered the dullest months of the year in this line of business but the above company are very much gratified to find that these months, this season, have been some of the busiest in their experience. The company recently increased their facilities for manufacturing and doing contract work.

Hilles & Jones Co., of Wilmington, Del., have just issued a very handsome catalogue (standard size, 9x12 inches) of their special tools for boiler, bridge, car, locomotive and shipyard shops. The book is made up of large, fine half-tone engravings without other description than the captions under them. It should be in the hands of every motive-power man, from foreman up.

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CLEVELAND, O., SEPTEMBER 19, 1895.

VESSEL property is steadily increasing in value now, as compared with a year ago, and boats which were seeking buyers at sacrifice prices last fall are not for sale at all now. Such a situation is decidedly encouraging, the more so that it seems to have come to stay.

IT seldom pays to attempt to gain patronage by "running down" a competitor. Our virtues a rarely seen by others with as vividly appreciative an eye as we ourselves see them, and when they are forced with undue persistence, and with "odious" comparisons, upon the attention of the conservative business man, his suspicions are apt to be aroused, and the effect is the opposite from that desired.

SEABOARD cries out against the coming Deep Waterway Convention, because it fears that the discussion of the problems involved in the proposition of a ship channel between lakes and ocean may interfere with New York's $9,000,000 state appropriation for the improvement of the Erie Canal. Its criticisms are directed chiefly against some of the enthusiastic bursts of the daily press, which does not seem to realize that it will require many years to complete such a waterway after it has been definitely projected. We believe that Seaboard is rather unduly alarmed, however, and that the $9,000,000 New York state project will be warmly endorsed by the coming convention, which can regard it only as a most desirable movement toward the great end on which the advocates of deep waterway have set their eyes.

THE City of Cleveland is upon the right track in its efforts to secure inner and outer harbor improvements at the same time. A large municipal expenditure will do more than anything else to convince Congress that a liberal appropriation for the outer harbor will be placed in the right direction. The English practice of the municipality paying one-third and the general government two-thirds of the cost of any extensive improvement has always proven successful, and while it is impossible, under the American form of government, to well establish such a rule on this side, yet a large expenditure on the part of the municipality will lead toward a greater local appreciation of the expense and value of harbor improvements, and a greater watchfulness and care with a view to preserving intact such advantages as already exist.

THE OTTAWA ROUTE.

Apropos of deep waterways, the Canadian Engineer is publishing a serial paper by Mr. McLeod Stewart, of Ottawa, which is very carefully prepared, and which would tend to revive interest in the Georgian Bay-Ottawa River canal route. Mr. Stewart deals with the subject historically in his first number, but his favorite route seems to begin at French River, and to reach the Ottawa via Trout and Turtle lakes and Lake Nipissing. The length of the route b tween French River and Montreal is something over 375 miles, but the amount of canal necessary to be constructed is said to be about 50 miles, at a cost estimated as a whole, of $15,000,000. This route has been discussed more or less ever since 1847, and if the plan were ever carried out it would certainly give the Canadians an immense advantage in the carrying trade of the Northwest, in comparison with the small share they now have in it. The canal projectors, who are still at work, by the way, only figure on ten feet draft in the canal; but this cuts off such a great distance, and navigation is so sheltered, that these conditions would more than offset the shal low draft, particularly if a line of steel barges should be established, similar to those now plying between Cleveland and New York. Then a ten-foot canal would soon receive the necessary appropriations for increasing the draft as the needs of commerce demanded it. The Canadian parliament is much more prompt in meeting such demands than is the American Congress. A glance at the map will show how well the Ottawa River is adapted for this purpose, and what a saving in distance could be effected by such a waterway.

WANTS A LINE OF BUOYS.

Secretary George P. McKay, of the Insurance Committeee of the Lake Carriers' Association, has written Chief Engineer Anderson, of the Canadian marine department, asking him to cause a line of buoys to be placed to the eastward of the channel from Bois Blanc Island to Bar point, the stakes to be placed not more than 1,200 or 1,500 feet apart. At present there are but three red stakes there.

For a distance of about three miles up from Bar Point light station there in now a twenty-one foot channel, 400 feet wide, and the dredges at work there is now on a second 400-foot cut. This place, which used to be such a menace to the large steamers on the lakes, will, as soon as the cuts are completed this fall, be as safe as any between Duluth and Buffalo. The United States government has spent much money in dredging operations between Bois Blanc and Bar Point, and five dredges are now at work there, the contractors, L. P. and J. A. Smith, having sublet part of the job to the Sheboygan Dredging Co. and to Carkin, Stickney & Cram.

The list of improvements to be asked for by the Lake Carriers' Association from the next session of congress includes the clearing and widening of the channel at Ballard's Reef and Stag Island, in the rivers; the passage of a proper raft towing bill; new lights at St. Martin's Reef, Lake Huron; Crisp's Point and Rock of Ages, Lake Superior, and Middle Island; a gas buoy at Graham's Reef and three gas buoys in St. Mary's River, above the canal; two gas buoys at the lightship located at the foot of Lake Huron; the renewal of the lightship to the head of Mud Lake, in St. Mary's River; a gas buoy at Grosse Pointe, between the tripod and the lightship, and a gas buoy on Fish Island. The Association is also anxious to have the work of deepening the rivers to 20 feet and the improvements in St. Mary's River, now in charge of Gen. Poe, carried out by him. As he will be retired next year by limitation, the Association will ask Congress to retain him as a private engineer until the work is completed.

THE FREIGHT SITUATION.

The outlook in ore freights continues strong and steady. The head-of-the-lake rate remains at $1.25, but the Duluth wheat rate has advanced to 3¾c, an equivalent to 15c. better on ore. The ore shippers, however, are fighting hard against paying more than $1.25, although they will have to do better later on. That they realize this is shown by the fact that last week a contract was made with Mr. M. A. Bradley to carry about 13,000 tons of ore from the head of the lakes during the first half of November at $1.40. A great deal was made out of this transaction, the stories growing until it was stated that 200,000 tons had been placed at that figure, and that the carrying was to begin at once. The ore men keep too well posted, however, to become panic-stricken by these stories, and the rate has remained stationary. The Marquette rate is $1 strong with some prospects of an advance. The Escanaba rate is 10c. and the boats expect to do 5c. better soon. The amount of ore moved during August was 1,678,116 tons, and to September 1 the season's total is 6,672,051 tons, as against 4,886,487 tons to the same date last year.

Coal rates to Lake Michigan are gaining strength daily, although no marked advances over last week are recorded. The Milwaukee rate on soft coal is 65c, while the hard coal rate is 75c. to Chicago and 65c. to other large lake Michigan ports. The rates to lake Superior will not advance very much until the last few loads at the close of the season, as the fall weather is coming on now, and boats will begin to ask for coal cargoes rather than go up light in the rough weather that is certain to prevail from this time on. There will need, however, to be even better inducements than those now offered to get boats to go to Lake Michigan, and rates may be expected to advance steadily until some fancy prices may be reached.

As mentioned before, the Duluth wheat rate is 3¾c. to Buffalo, with considerable business doing. Chartering at Chicago is light on a basis of 2c. on corn to Buffalo.

Following were the stocks of grain in Chicago, on Saturday, Sept. 14:

Wheat, bushels	14,368,000
Corn, bushels	1,346,000
Oats, bushels	521,000
Rye, bushels	132,000
Barley, bushels	59,000

Lumber freights range from $2.12½ to $2.25 from the head of the lakes, with shipments rather moderate. From Alpena $1.50 has been paid to Chicago, but not to Lake Erie ports.

OBITUARY.

CAPT. ELI S. GRAHAM.

Capt. Eli S. Graham, who was drowned off his little steamer, the Grace Williams, off Fox Island, two weeks ago last Sunday, was a man very highly respected in the Lake Michigan ports where he was best known. He was the second oldest son of the late Capt. and Mrs. Robert Graham, and was born on Washington Island about 47 years ago. He removed to Sturgeon Bay with his parents in October, 1854, and resided there until 1875, when he removed to the east shore of Lake Michigan, where he married in 1877. In the summer of 1874, Capt. Graham met with an accident which resulted in the loss of his right leg. While hanging up his coat it slipped from the hook and falling to the floor discharged a revolver that was loosely carried in the side pocket. The bullet entered the leg just below the knee, rendering amputation necessary. In the winter of 1874 Capt. Graham had built for himself at Fort Howard the schooner Graham Bros., which is still in existence, Geo. D. Fellows, of Racine, being one of the owners.

The deceased was one of eight children, of which only two are now living. These are Wm. L. and Robert F. The former is in Oregon and the other at Evanston, Ill. The other six have all gone before, as have also the parents. At last reports the remains had not yet been recovered.

CAPTAIN A. T. SPENCER.

Capt. A. T. Spencer, vice-president of the Lake Superior line and one of the pioneers in Lake Superior traffic, died at his home in Waukegan Saturday morning. He was among the very first to operate boats between Chicago and Lake Superior, and has ever since retained his interest. Capt. Spencer was one of the owners of the Lady Elgin, which was lost with a large number of lives in the 60's. Had he lived until November he would have celebrated his golden wedding. A largely attended meeting of Chicago vessel-owners held Saturday afternoon took appropriate action.

SHIP BUILDING AND REPAIRS.

OUTLOOK FOR NEW TONNAGE.

While a number of the yards have all the work on hand they can take care of, yet others are ready to take in an order for another good boat or two, if they can obtain satisfactory prices. There is not very much talk of building now by the owners engaged chiefly in handling coarse freight, their orders having already been pretty nearly all placed. Mr. A. J. McBrier, of Erie, has not, so far as heard from, yet placed the order for the steel barge which he contemplates building.

Mr. John Gordon has paid one or two visits to Cleveland of late, and there is every reason to believe that the newly organized or reorganized Union Transit Co. will very soon place an order for a package freighter of the most modern design and with the best equipment known to the trade. The new company is going into the business in earnest, and would need more than one new boat next season. Not more than one is likely to be ordered, however, as several suitable boats are open to charter for next season. It is not beyond the range of possibility, however, that this line may make inquir es for figures on two boats.

A report comes from Toledo about Capt. G. Willis Morse, who is said to have visited that city with a view of placing with the Craig Ship Building Co., an order for a steamer "similar to the City of Alpena, of the D. & C. line, to run between Chicago and St. Joseph, Mich." The City of Alpena would find it very hard to get within hailing distance of St. Joe., and the inference is that if a new boat is to be built, she will be rather small, but with machinery powerful enough to insure a high speed.

The Graham & Morton Co. have given E. M. Heath, of Benton Harbor, Mich., the contract for a tug 74 feet long, bv 17 feet beam and 8½ feet molded depth, into which they expect to place the boilers and machinery of the City of Louisville. She will be plated with steel for service in the ice, and will be finished about December 1 She is to cost about $10,000. The City of Louisville will be given more powerful machinery, which is expected to give her a speed of 17 miles per hour.

The Parry Sound Canadian says: "Arrangements are already being made by the Messrs. Noble, to bulld a new boat about the same capacity as the Pacific, to be placed on a new route next season. The route proposed is from Detroit to Parry Sound,calling at all ports along the east shore. This will afford direct connection with the west and no doubt be a paying investment."

SITUATION IN THE YARDS.

Nearly all the lake shipyards present busy scenes. The same old complaint of delay in securing material is still heard. In some instances material ordered four months ago has not been delivered, even in small quantities, and in many other cases the steel is delivered grudgingly, the mills prefering to put in their time on orders placed later at better prices, and not caring, it would seem, whether the earlier orders were canceled or not. Meanwhile the yards are making the best of every bit of material they can get in, and hope that in the end the delay in delivering the boats will not be serious.

At the yard of the Globe Iron Works Co., Cleveland, the material for the 432-foot boat is coming in steadily. A part of the keel and a few of the floors are laid, and the punching of plates and such other work as can be found to do, goes rapidly on.

At the Cleveland Ship Building Co.'s yard the Wilson steamer lengthens out steadily. The orders for 2,100 tons of open-hearth steel for the new boat which this company is to build for Capt. A. B. Wolvin and others, of the Zenith City Transportation Co., were placed during the past week, the Carnegie Steel Co., Limited, being the lucky bidders on both plates and angles.

At the Detroit Dry-dock Co.'s yard at Wyandotte several car loads of material for the new Cleveland and Buffalo side-wheel steamer has arrived, and the work of utilizing it is going forward with a commendable zeal.

The Chicago Ship Building Co. are still delayed somewhat for lack of material, but it is expected that this yard will present a scene of great activity in a few weeks.

At Craig's yard, Toledo, work on the Shenango ferry boat No. 2 is being pushed, and it is hoped to have her soon at the launching stage.

At Wheeler's shipyard in West Bay City, about 1,000 men are employed, and these are nearly all getting in a day and a half each day; so that the equivalent of 1,500 men are kept busily employed. The steel lumber steamer A. M. Murphy, building for the Murphy Lumber Co., Peshtigo, Wis., will be launched early next week—probably on Monday. The Katahdin, also a steel lumber carrier, building for McCormick and others, of Bay City, will be launched ten days after the Murphy. These two boats are exact duplicates, except that the Murphy has her bottom sheathed with wood and the Katahdin has no sheathing. The Waldo-Roby boat has her keel and center keelson laid, and all the 'midships bottom frames in position. The second boat for the Eddy-Shaw syndicate has her keel laid. The material has not arrived at the yards yet for the big steamers ordered in the spring by D. C. Whitney, of Detroit, and by Capt. John Mitchell & Co., of Cleveland. The construction of the six boats is under the supervision and inspection of Mr. Robert Logan, the well-known naval architect, who spends nearly half his time at the Wheeler yard.

At the Davidson yard the principal work on hand is the rebuild of the old steamer W. A. Avery, now to be known as the Phœnix. Her machinery, which has been overhauled at the Frontier Iron Works, Detroit, is being shipped to the boat, and will soon be placed in position. The Phœnix is expected to be in commission before long. It is probable that Capt. Davidson will build two or more wooden steamers on his own account this winter.

GENERAL REPAIR WORK.

At the Ship Owners' dry-dock the steamer C. B. Lockwood, which struck a couple of trips ago, is in for about 45 feet of new keel and considerable bottom calking. The wooden steamer Gratwick, which struck in Ballard's Reef, Detroit River on her way down, was also in this week. She received a new forefoot, 40 or 50 feet of new keel, and a new sternpost, and her bottom was calked all over. Her repairs will run slightly over $2,000. The steamer R. E. Schuck received repairs to her stern bearings and some calking, and the Joe Harris got a new shoe.

The steel schooner Malta left the Cleveland dry-doch last Saturday night. Her repair job, whie quite extensive is nothing like what the daily papers have been stating. The repair bill will be about $6,500, which is about $10,000 less than the reported figure. The steamer Pontiac was in the dock for three days, four plates being removed and a number of frames straightened by the Cleveland Ship Building Co. The schooner Anna M. Ash had her bottom calked, and the steamer A. A. Parker got a new wheel. The schooner Selkirk which struck on the Lime-kilns on the way down, is in the dock for some new bottom planking and to have her bottom re-calked. The tug S. S. Stone is in the dock for a new wheel and to have her shaft straightened. The steamer S. S. Wilhelm is getting considerable planking well forward on her starboard bow, and some new stanchions and frames. It was not necessary for her to go into the dock, her damages, which were occasioned by striking the Washburn, being above the water line. The New Orleans has spoken for the dock for Friday.

The Chase Machine Co. is doing a number of small repair jobs on tugs and steamers, having been kept busy at this for a month past. They put one of their automatic fog signals on the steamer Yale just before her departure, and now have 175 of their patent fog signals on lake steamers.

CHICAGO.—At the dry-dock of the Chicago Ship Building Co , in South Chicago, the Maritana is in for repairs. Mr. J. R. Oldham made an examination of her last Saturday, and found the damage not so large as had been expected. Twelve bottom plates are to be removed, and about 20 frames and floors require repairing. The Maritana will probably be out of the dock Friday, and the total cost of repairs should not exceed $4,000.

William Saville, ship-builder, has completed a big job on the steamer Van Raalte, comprising new deck beams and deck guards, stanchions, covering-board and rail, new iron rods one-half inch thick from side to side, calking top sides and deck, and a derrick to carry eight tons. The Van Raalte was recently purchased by Ross & Ross, contractors, who will use her in building the new seven feet water works tunnel from the southeast breakwater to the old two mile crib.

At Miller Brothers' shipyard the schooner Minnie Mueller was in dock having her bottom calked; steamer George Dunbar to have her rudder shipped and some calking; the schooner Lake Forest for calking her bottom; the tug William Dickinson for a new shoe; the steamer J. W. Westcott for calking bottom and top sides; the tug Commodore for a new wheel; the steamer Puritan for some new bottom planking; the steamer S. K. Martin for repairs to wheel; the tug Leslie for calking and iron- and repairs to wheel; the tug I. H. Hackley for some new bottom planking. The steamer George Hadley goes into the dock for bottom calking.

The Montague Iron Works Co., Montague, Mich., have closed a contract with the Hausler & Dunham Towing and Wrecking Co ,of South Chicago, Ill., for a fore-and-aft compound marine engine 18 and 36 inches by 30 inches stroke, to be placed in the new tug boat being built at South Chicago.

BUFFALO.—The steamer Niko, which was in collision with her consort some time ago, is now out of dry-dock. Her repair bill will amount to about $5,000. The steamer St. Louis had an accident to her machinery, and is lying under the breakwater making repairs. The Cuba got a new wheel here on her last trip down The tug Townsend Davis pulled out her forward timber heads while shifting the big Penobscot, and is laid up for repairs. The steamer Pueblo has been in Mills' dry-dock for some bottom repairs.

WEST SUPERIOR.—Forty men are now employed at the yards and dry-dock of the American Steel Barge Co., on both the day and night forces, and this number will be increased shortly. The dock has done a good business ever since the opening of navigation; and from all appearances the rush will continue through the fall and winter. The big passenger steamers North Land and North West will winter here for the express reason that the American Steel Barge Co.'s dock offers especial advantages in the facilities for examination and overhauling. The steamer Vulcan left the dock last week, after getting 29 frames straightened and 13 new plates put on. The S. F Hodge went in for forty feet of new keel aft, a new rudder stock, and extensive stern repairs. The steamer Gogebic is also getting some repairs. The W. H. Gilbert came here with a loose wheel, and entered the dock to have it tightened and other minor repairs made.

PORT HURON.—Capt. Alvin Neal is supervising the reconstruction of the steamer City of Concord. Carleton & Cole are working on her machinery, and she will come out practically a new steambarge, in about two weeks. The steambarge, J. E. Mills is receiving a thorough overhauling at Dunford & Alverson's dry-dock.

DETROIT.—The car ferry St. Ignace has left for the Straits after receiving $5,000 worth repairs and renewals. Her boilers were raised and the space beneath cleaned out; steam steerer was fitted in; she was given a new stack and breechings, and a general overhauling. The larger ferry Ste. Marie has also just left the Detroit dry-dock after an overhauling.

The steamer W. J. Averill got a new wheel and other slight repaire at the Detroit dry-dock. The John Owen was also in this dock. The steamer Pawnee got a new cylinder while at Oades; where she was receiving some minor hull repairs. The steamer City of Genoa lost her rudder in Detroit River, and had to get a new one here this week. The tug Home Rule is in Clark's dry-dock for general repairs.

MANITOWOC.—After a rather stormy passage, the steamer Joseph L. Hurd reached here from Harbor Springs, Mich., last week and was placed in dry-dock. The work on her is to be rushed, and Leathem & Smith expect to have her launched and in the lumber trade in three weeks. The schooner Evaline, which capsized off Kewaunee, has been brought here to be docked at Burger & Burger's shipyard.

REPAIR NOTES.

The United Lumbermen and consorts, H. M. Stanley and Dolly Morden, have been getting calking and a general overhanling at the Collingwood, Ont., dry-dock.

The tug Charles H. Augar has been recalked and reironed at the Co-operative Shipbuilding Co.'s yard at Grand Haven.

The Tom Adams unshipped her rudder Monday at the Lake Angeline docks, Ashtabula, the rudder being caught in the piling and somewhat damaged. Repairs were effected in a few hours, however, with the aid of a diver.

THE HISTORY OF "LLOYD'S."

"Lloyd's" is the oldest marine insurance organization in Europe, and is a powerful factor in marine insurance the world over. Everybody has heard of "Lloyd's" for long years past, but not everybody knows of the history of the great concern and its founder. A few facts on the subject cannot but be of interest. Frederick Martin, the author of the "History of Lloyd's and of Marine Insurance in Great Britain," asserts that Edward Lloyd once owned a coffee house in Tower street, London, and that he probably removed thence to Lombard street in 1692. The coffee houses of that day were greatly revered, and were much celebrated in song and story by men of Dryden's class. They were not merely places of refreshment and social converse, but they were also the salesrooms and exchanges of the times. Edward Lloyd's place came to be a resort for people concerned in shipping, and ships and cargoes were sold there by auction. Finally insurances on shipping were effected there, but the first step in the direction of making it the home of marine insurance was taken in 1726, when the paper known as Lloyd's list was started.

Whether Edward Lloyd was then living and still the proprietor of the coffee house is not known for certain. It is believed, however, that he was foremost in establishing the great institution bearing his name, for the reason that the early numbers of Lloyd's List closely resembled in appearance a former periodical published by Lloyd in 1696, known as Lloyd's News, which was suppressed for some offense to the ministry. Lloyd's List did not share the fate of its unfortunate predecessor. It survived as an independent publication till within the last few years, when it was incorporated with the Shipping Gazette. Only one newspaper, still in existence, the London Gazette, can claim a higher antiquity than Lloyd's List. Lloyd's List was started in 1726, but no copies of the earlier numbers are known to be in existence. Mr. Martin tells us that, in the Gentleman's Magazine for March, 1740, there is a reference to "Mr. Baker, master of Lloyd's coffee house in Lombard street," from which it certainly appears that Edward Lloyd was at that date no longer in the establishment.

The war between France and Spain, which ended in 1745, led to a large extension of the practice of marine insurance, and war risks had greatly increased the capital employed for that purpose. Lloyd's coffee house (retaining its original name) was free to all, and very soon it was used as a resort for evil spirits who entered into all sorts of gambling insurance schemes. They finally became such a nuisance and disgrace that a meeting was called of genuine business men to devise a means of casting out the gamblers. The persons who thus met are spoken of as consisting of two classes, merchants and underwriters. From the use of the latter word it would appear that marine insurance had then assumed the forms and methods employed at present, that risks on ships were then, as now, divided between several insurers, and that each person underwrote his name and the sum for which he was responsible on the policy. It was decided at this meeting that a society should be formed with the view of excluding all who were not *bona fide* business men, and soon after the society thus constituted, obtained possession of Lloyd's List. In 1770 the committee of Lloyd's removed the establishment to Pope's Head Alley, which was spoken of as New Lloyd's coffee house, and a few numbers of the paper bore the title of New Lloyd's List.

A further step in the formation of a society was made in 1771, when 79 underwriters signed an agreement guaranteeing £100 each to a fund for building a New Lloyd's, the premises in Pope's Head Alley being inadequate to the business. The object of the guarantors was not accomplished until, in the latter part of 1773, rooms were found on the first floor of the Royal Exchange, which appeared suitable.

This brief history of the formation of Lloyd's has brought out the main features of the institution. It is an association of business men specially concerned in marine insurance, and its purpose is to provide the place where the business is done, to regulate its procedure, and to furnish the information necessary to carry it on. The latter may be considered as comprising information, in the first place about the ship herself, and in the second place about her movements. For a considerable period the society of Lloyd's attended to both, but ultimately its members formed a distinct association for the purpose of obtaining information as to the character and condition of ships. That association, which occupies an important place in shipping affairs, is known as Lloyd's Register.

In the year 1871, Lloyd's was incorporated by an act of Parliament. Its constitution and management were described as follows: There are two classes of members, the underwriting members and the non-underwriting members. Of the first there were in April, 1891, 600; and of the latter 150. The government of the society is vested in these two classes of members, and they alone vote at annual meetings, are considered as members of the corporation, and cannot be deprived of membership without just cause. There is, however, a third class associated with Lloyd's who are known as the "annual subscribers." They have access to the rooms, but no voice in the management. In April, 1891, there were 470 "annual subscribers." No one can effect an insurance at Lloyd's unless he is either a member or a subscriber, except he does so through a broker who is so qualified. The business of the association is in the hands of a committee of 12 members elected in general meeting, three retiring each year by rotation.

"Lloyd's agents" are usually merchants who are in business and whose ordinary work for Lloyd's is the transmission of shipping intelligence to headquarters. For this they receive no salary or emolument, but the business position and standing derived from the fact of their being Lloyd's agents causes the position to be much sought after. At every port in the world of any commercial importance there is an agent of Lloyd's. In the list published this year there are nearly 1,300 names of agents and sub-agents, who are thus distributed: In the United Kingdom, 375; in other parts of Europe, 404; in Africa, 103; in Asia, 106; in America, 257; in Australia and Oceana, 49.

The agent's duty is, in the first place, to report the loss of any vessel or any casualty direct to Lloyd's by telegraph, or where there is no telegraph, by the quickest possible method. He has also, in the event of actual or impending war, to telegraph the movement of men-of-war or privateers likely to act against merchant vessels. Information regarding the arrival, sailing and speaking of vessels he also sends, together with accounts of vessels and cargoes arriving in a damaged condition and other general intelligence affecting the interests of underwriters. Regarding the latter he is specially directed to report any cases which may come under his notice of improper loading, also any cases where improper claims are likely to be made upon underwriters. In the event of shipwreck, where there is no one to take charge of the property, he is directed to do what is best for the protection of the owners' interests, asking those interested for further instructions.

So far, Lloyd's agent is doing the general work of the corporation in the general interests of the underwriters. When, however, he acts on behalf of individual interests, he is entitled to receive payment for his services directly from those for whom he acts but he cannot make any exorbitant charge for his services. The consideration that a business man on the spot is of sufficient respectability and reputation to be a Lloyd's agent naturally leads to his employment, and it is regarded by the commercial world as a distinct advantage that the services of such men are available. There is the further inducement that a scale of fees for services rendered is laid down by Lloyd's, and in case of any dispute as to the amount of charges, they can be referred to the committee of Lloyd's, whose decision is binding and final. It is thus the case that, whenever a shipmaster is in any trouble in a port where his owners have no special agent of their own, he naturally goes to Lloyd's agent as to a responsible business man. Regarding the vessel herself, the agent is by his instructions directed to do all he can to prevent her being condemned, a leading principle of English maritime law being that a vessel can only be considered a total loss when to repair her as a useful ship of any sort would be a waste of money. If the vessel is condemned, it is the agent's duty to ascertain whether her loss was due to any extent by her defective condition. He is empowered to appoint a surveyor, and to call in the surveyor of Lloyd's Registry if there is one at hand. Vacancies are filled by a special body known as the agency committee, who invite applications for the vacant position, and after a careful investigation, an appointment is made.

Lloyd's was established by, and is primarily for the accommodation of underwriters. A century ago marine insurance was almost wholly in the hands of private underwriters, but such is not now the case. There were then, indeed, only two public companies engaged in the business, the "London Assurance Corporation" and the "Royal Exchange Assurance Corporation." For many years marine insurance was restricted to these two companies and to the private underwriters. It was not till 1826 that the monopoly was abolished, and any companies allowed to take marine insurance. Since that period the two systems have gone on and developed side by side. Lloyd's is the home of the private underwriter, but yet its resources are to a large extent at the command of the companies.

The extensive system of agents constitutes the primary and chief source of information about movements of ships, but of late years it has been necessary to supplement this by an extension of the system of signal stations. There are at present forty-four signal stations under the control of Lloyd's, of which thirty are in the British Isles.

One way in which Lloyd's frequently attracts public notice is in respect of its lists of overdue and missing ships. The latter obviously requires very careful preparation, and it may be interesting to quote the description of the method of procedure given by the late secretary: "Missing ships are dealt with in this way; an application is made by a person who is interested, who must be a member or an annual subscriber to Lloyd's. That application is supported by the statement of the owner that he has never heard of the ship since she sailed and such information as he can give with respect to her possible safety. On Wednesday, which is the day of the meeting of the committee of Lloyd's, they take all the circumstances into consideration, the time that the vessel has been out, her character, and the trade in which she has been, and so on, and then the committee decide that the vessel shall be posted. In the first instance we give a week's notice to say that she will be posted, so that those persons who can give information regarding her may do so, and next week she is placed on the list as a missing vessel."

Not only is information kept at Lloyd's of the movements of vessels, but also of the career of their commanders. The captain's register contains a brief biography of each of the certificated masters of the British mercantile navy, showing what ships he has commanded, and other particulars likely to be of interest to those for whom it is compiled.

It will be seen by what we have said that Lloyd's have an admirable system of collecting information about ships. Although they take the pains of obtaining it to further the special business of members of the society, they are very liberal in communicating it to all whom it may concern, more especially to those interested in members of the seafaring community. For them a special room is provided, and pains are taken to find out what they are often so anxious to know, and all is done free of cost to the inquirer.

But Lloyd's discriminates to a large extent against American vessels. For instance, an English vessel can get a better rate of freight on a cargo of grain from San Francisco to Liverpool than an American vessel, and can get a better class; although it is a well-known fact that American sailing ships make quicker voyages and land their cargo in better order. Blood is thicker than water, however.—Marine Journal.

NEW PATENTS.

Following is a list of new patents which have been recently awarded on inventions bearing on navigation, marine trade and relative matters:

546,105. Marine Velocipede. Luther V. Moulton, Grand Rapids, Mich. Filed May 6, 1893. Serial No. 473,319. (No model.)

545,950. Propelling and Steering Steamboats. Charles Evans, San Francisco, Cal. Filed Sept. 22, 1894. Serial No. 523,772. (No model.)

546,135. Bell-buoy. John A. Fairbanks, Cambridge, Mass. Filed April 15, 1895. Serial No. 545,686. (No model.)

A full description of these patents can be obtained by sending to the Patent Office, Washington, 14 cents for each, and mentioning THE MARINE RECORD.

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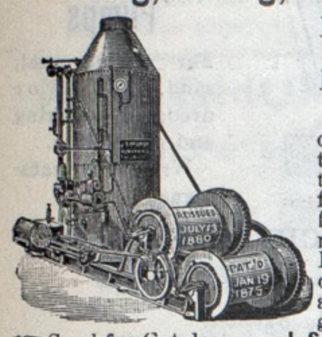

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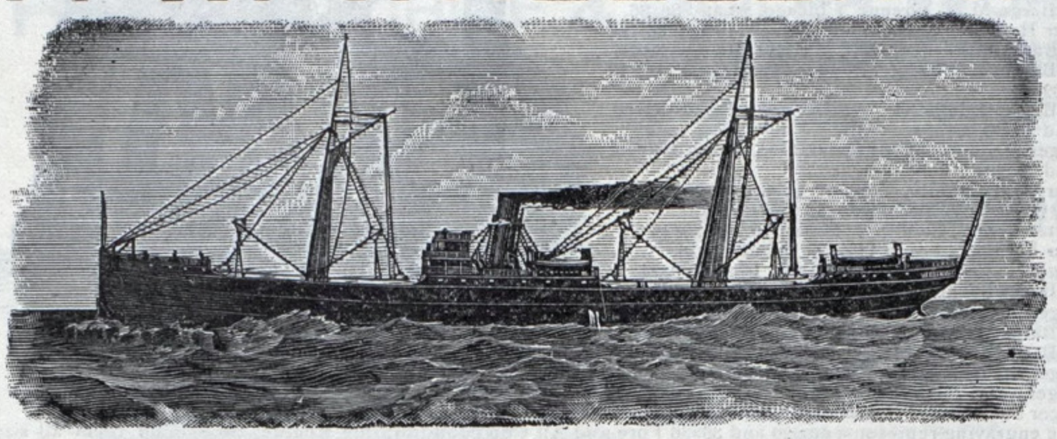

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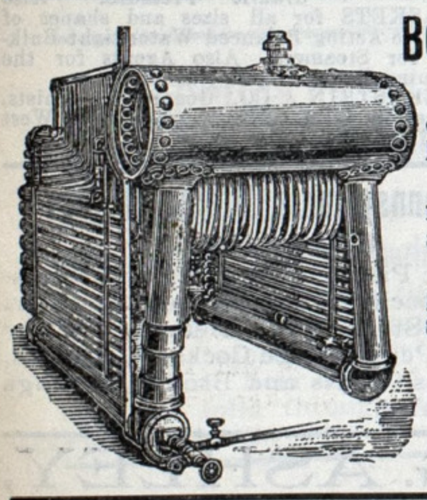

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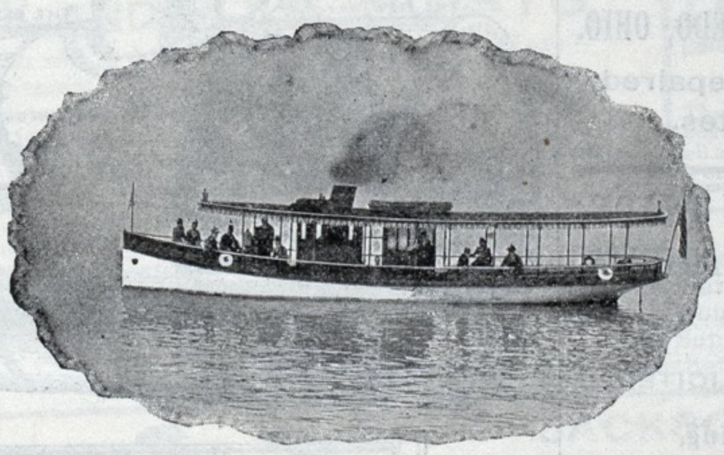

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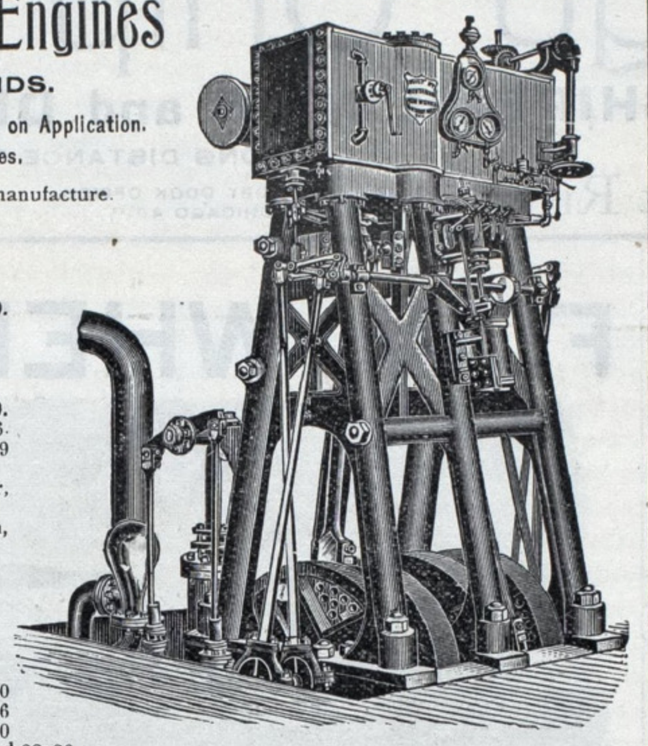

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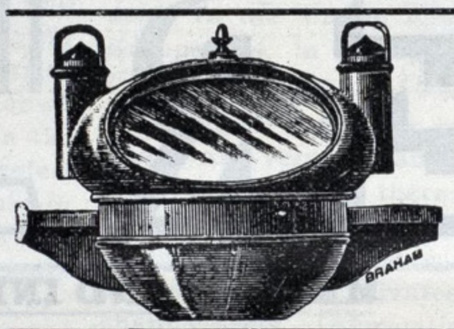

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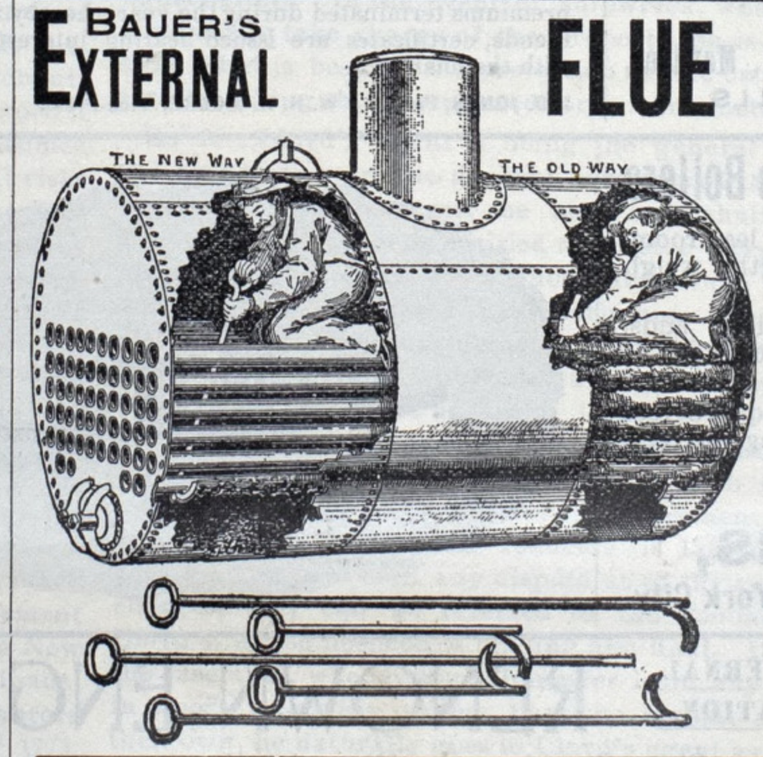

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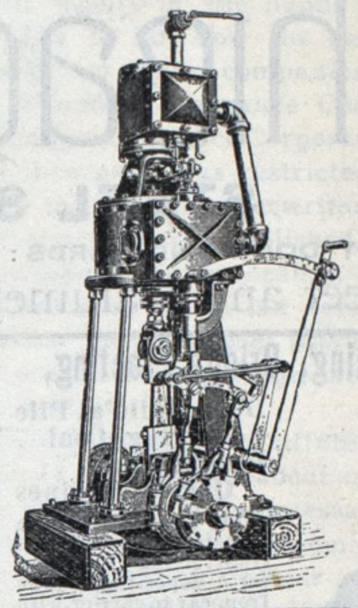

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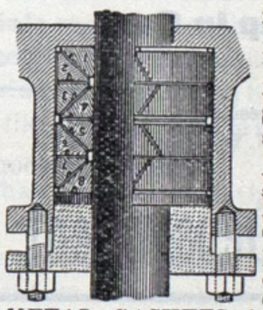

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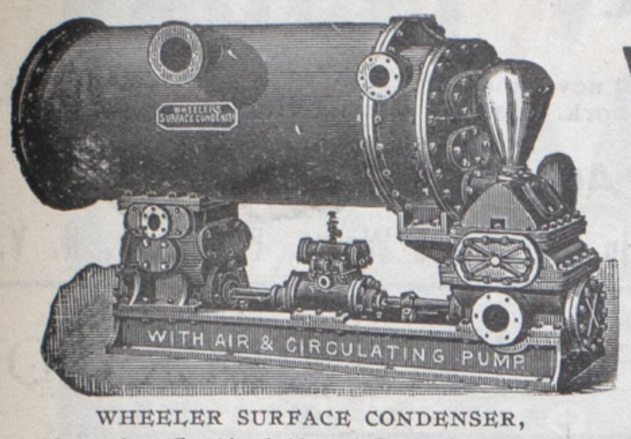

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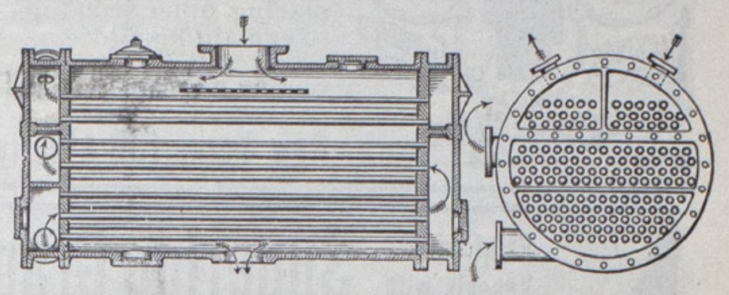

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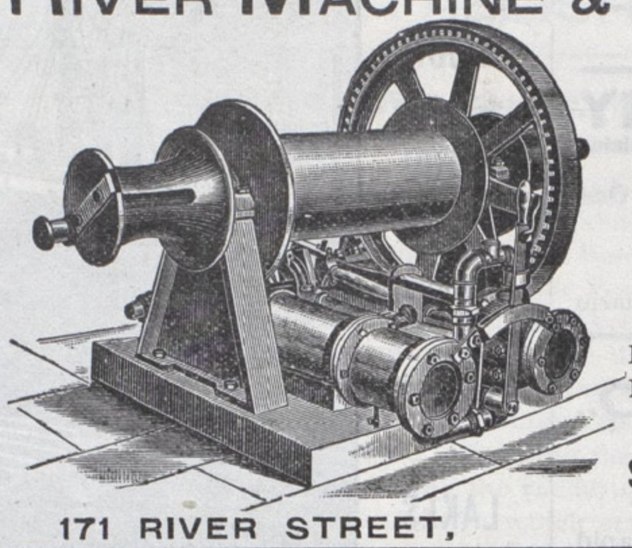

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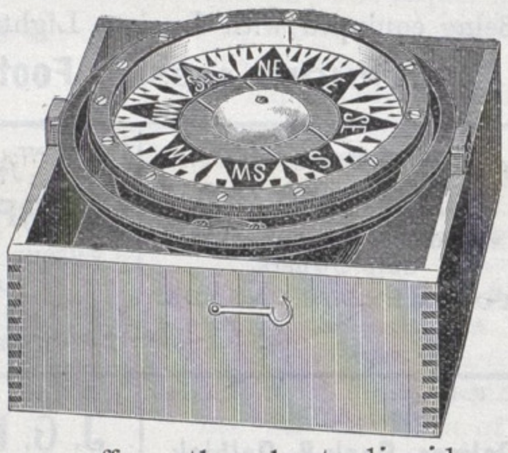

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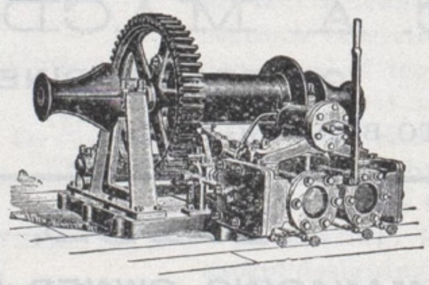

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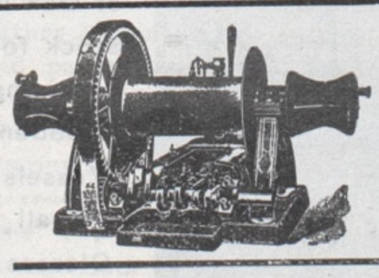

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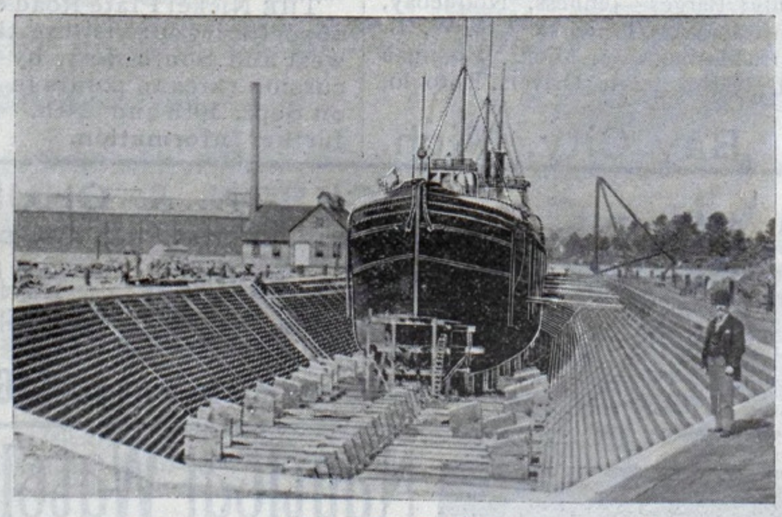

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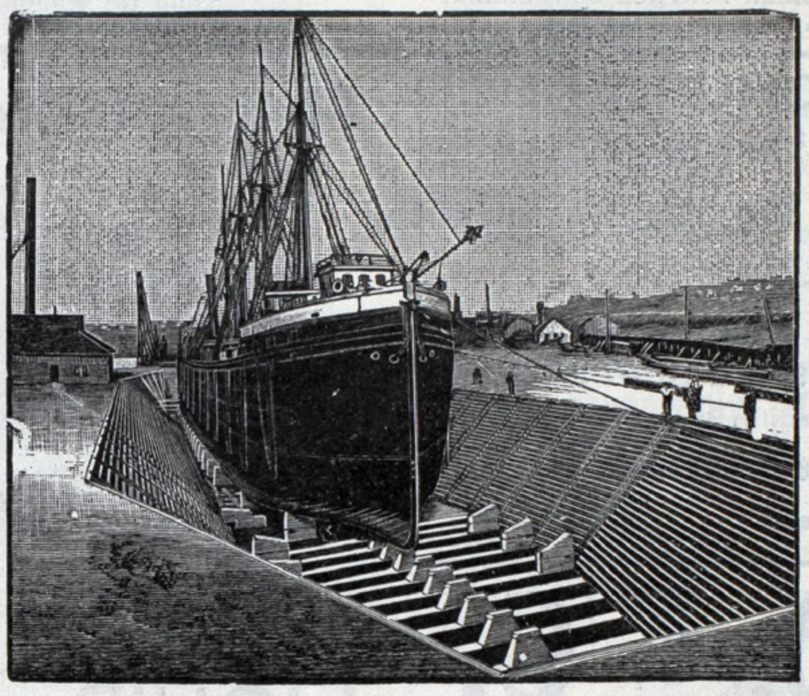

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